

Shipping MANAGEMENT



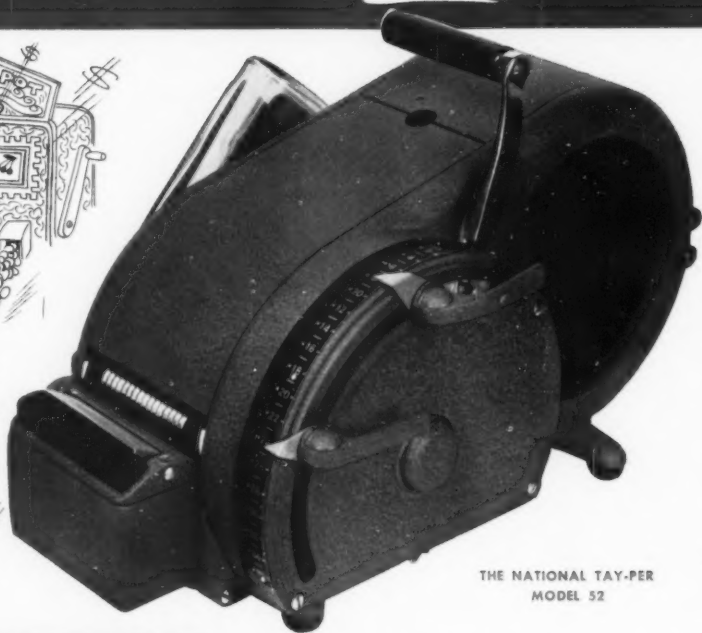
Packing

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JULY, 1951

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PERMITS CONTAINER RE-USE**

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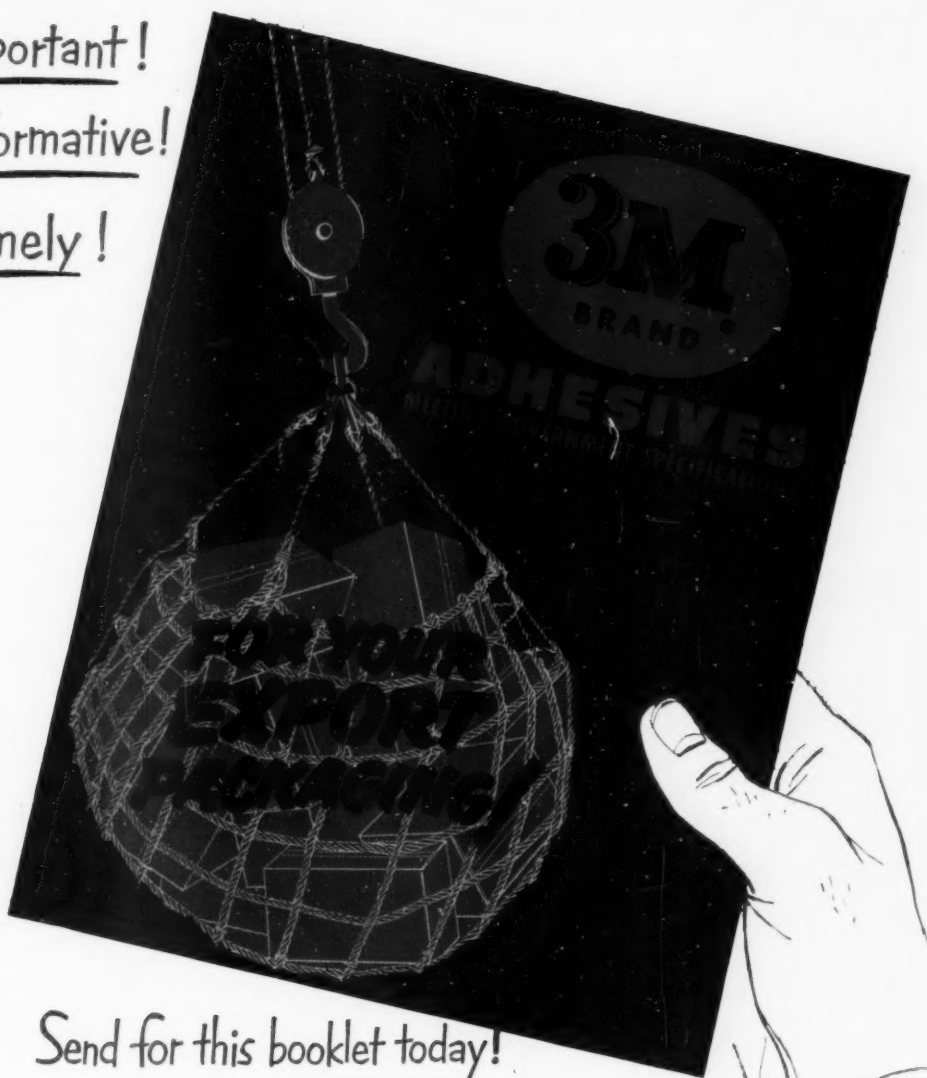
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SHIPPING MANAGEMENT JULY, 1951

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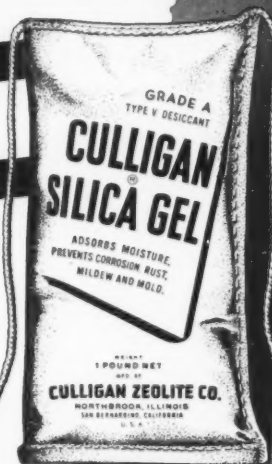
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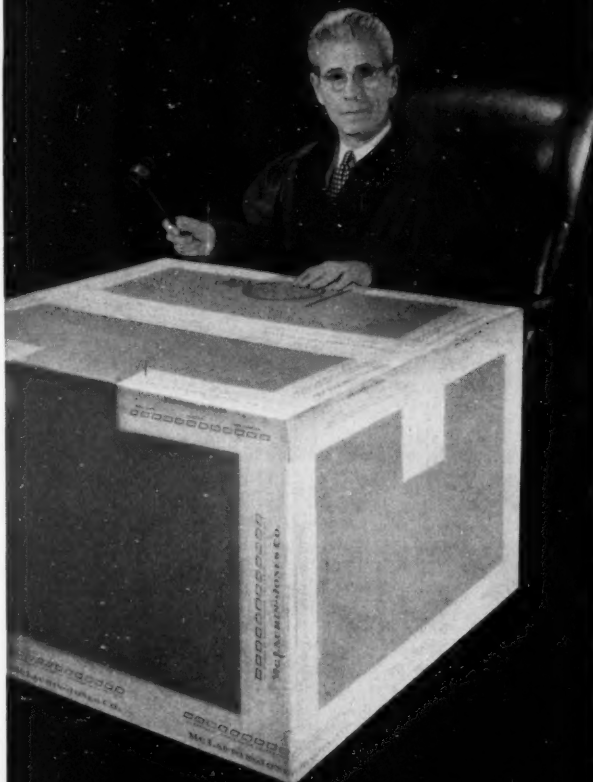
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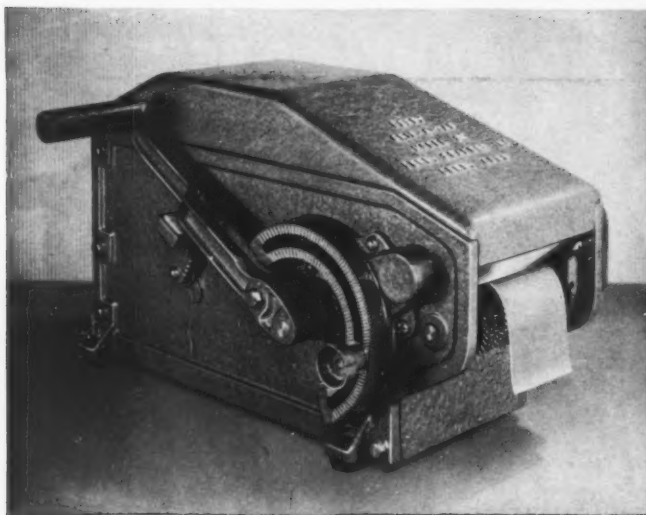
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STILL THE FINEST!
GRIP-A-TAB
MODEL 82
PRESSURE-SENSITIVE
TAPE DISPENSER



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★ Now, after more than a year, no imitators have been able to equal the skill, resourcefulness and craftsmanship which Derby displayed in pioneering its GRIP-A-TAB EIGHTY Series. Naturally, Derby GRIP-A-TAB costs a little more, but, after all . . .

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SHIPPING MANAGEMENT JULY, 1951

Packing

A Punch.. By S.A.

IN SELECTING cushioning materials, as well as the other ingredients of a shipping package, many package designers feel subconsciously, if not knowingly, effort must always be directed at producing a "perfect" package. Such a "perfect" package tendency, if not tempered by good, sensible economic considerations, puts the package designer in a new field in short order.

The science of modern package design has also insisted that the packaging engineer get rid of all frills, just as many of the superfluous considerations and "gingerbread" have been abandoned in the fields of architecture, apparel design, etc. Along with other phases of industrial production, *preparation and protection* of an item for distribution is being closely examined and double checked. In progressive, wide-awake concerns, what is *needed* to do a job in the package will stay—other items will not.

What comes closest to being a perfect package in modern thinking is one which will bring a product to its destination at the "*lowest comprehensi e cost*." Comprehensive cost includes many things—not only does it include the direct charges for labor of assembling the package, materials and ingredients going into the package, etc., but it also includes such indirect items as good-will, reputation with the customer, service and repair charges on damaged merchandise, etc.

When claims are paid by the carrier it still includes handling and service charges on the claims.

From data by Kimberly-Clark Corporation



The Department of Agriculture, in a special study of factors affecting the determination of freight rates on farm products, charged that the Interstate Commerce Commission had kept freight rates higher than were necessary in order to make up the deficit from passenger operations. The department also maintained that passenger trains which do not produce revenue to cover their cost of operation should be discontinued.

With revenues from passenger service showing no sign of recovery and operating expenses steadily increasing, it appears that more and more of the freight service profits will be needed to overcome the deficit. Most roads, however, have passenger trains operating between large cities that show an operating profit every year. Trains operating locally or on semi-deserted branch lines are responsible largely for the heavy deficits.



Packing and packaging shows get bigger year by year. Selections of interest in this specific field are reprinted from time to time in SHIPPING MANAGEMENT. Watch for them. They are of permanent value to you.



JULY, 1951

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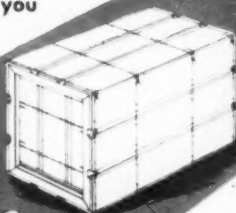
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The SUPERSTRONG line is a complete line. No matter what type of product you wish to ship, there is a SUPERSTRONG container that can do the job for you.



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Veneer or resawn material bound with steel wire, giving adequate protection with lighter container weight.



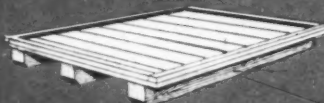
FRUIT AND VEGETABLE CRATES

All types of wirebound and wooden boxes and crates for fruits and vegetables.



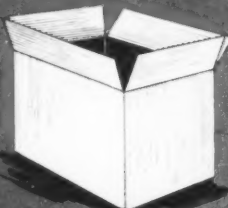
WOODEN BOXES AND CRATES

Recommended for export handling and unusual shipping conditions requiring maximum protection.



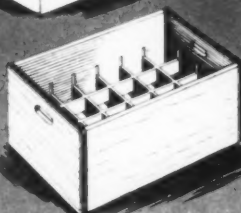
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Hardwood pallets, reusable and expendable types.



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Shipping

MANAGEMENT

FOR SHIPPING AND TRAFFIC EXECUTIVES

425 FOURTH AVENUE, NEW YORK 16, N. Y.

JULY 1951

VOLUME 16

NUMBER 7

"Specialist In Everything"

Today's TM Has Unlimited Duties

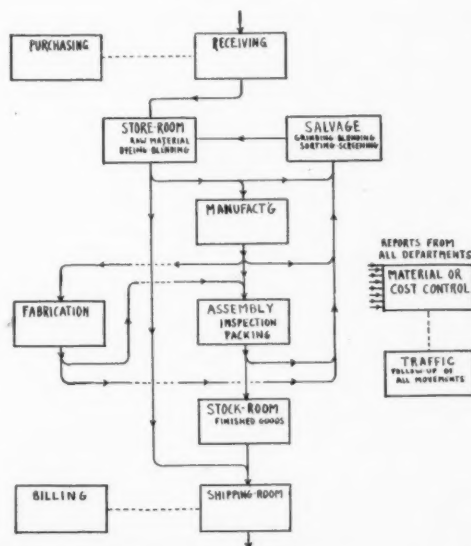
By EDWARD F. LACEY, Executive Secretary
The National Industrial Traffic League

THE RAPID DEVELOPMENT of the different modes of transportation in recent years has placed new responsibilities and broader duties upon the industrial traffic manager, and has greatly expanded his avenues for advancement. He need have no fear of being placed in the position of that young patent office clerk, back in the 1850's, who was so positive there remained little to be patented for the future that he resolved to get himself a job elsewhere before the Patent Office would be forced to curtail its activities. In the early days, one of the chief functions of a traffic manager was to route shipments via the railroad which granted the most liberal rebates. In other words, he was a sort of rebate collector for the industry which he represented. That age passed with the enactment, in 1906, of the so-called Hepburn Law.

The duties of the traffic manager are varied, depend upon the nature of the industry. Perhaps no two have identical duties. Today, a traffic manager must work

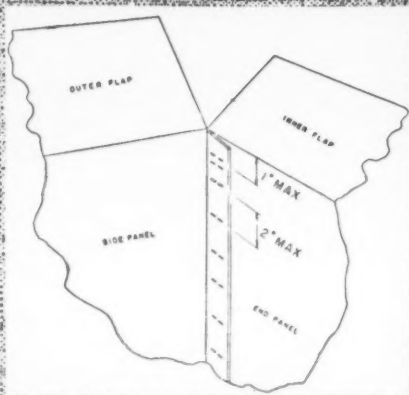
hand-in-hand with production and sales. He must be familiar with the sources of raw materials and arrange for their delivery so as to maintain manufacturing

(Continued on Page 26)



Traffic manager Stephen Dremuk got up the drawing above to show the manifold responsibilities of the TM in a typical industrial operation of today. The following slogan was adopted in Mr. Dremuk's plant: "Production makes it; Sales gets it; Traffic moves it."

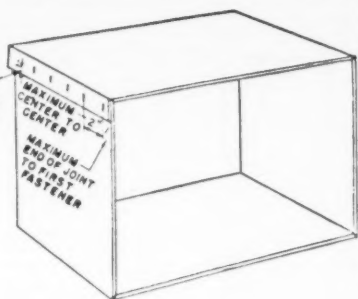
Speaking on the subject of "A Challenge To Traffic Management" before the Industrial Traffic Management Conference, Department of Transportation & Public Utilities, The University of Tennessee; Mr. Lacey covered exhaustively the major problems facing traffic and shipping executives today. So thorough and generally concise has this discussion been that the editors of "Shipping Management" feel it is but an obligation to our readers to present the largest part of Mr. Lacey's remarks in a series of four articles, beginning with the present issue.



DETAIL OF MANUFACTURER'S JOINT CONSTRUCTION

NOTE: LAP MAY BE INTEGRAL WITH END OR SIDE PANEL. STITCHES MAY BE VERTICAL, HORIZONTAL, OR DIAGONAL IN ACCORDANCE WITH STANDARD MANUFACTURING PRACTICE.

3/8" MIN.
TO 5/8" MAX.
EDGE OF LAP
TO STITCH.



SLEEVE

Newest Stitching and Strapping Methods Meet Up-To-Date JAN Specifications

By I. G. HORVATH

Manager, Shippers' Laboratory

Acme Steel Company

RENEWED INTEREST in weatherproof V-board and W-board fiber boxes has resulted from the recent increase in military and commercial requirements for these containers from approximately 3,000 tons per month to 16,000 tons per month. Accordingly, more and more manufacturers supplying rations, components, canned goods and other items, are reviewing their wire stitching and strapping practices to bring them in line with the up-to-date Joint Army-Navy Specifications.

V-board is corrugated or solid-fiber board. It is used for exterior packing and will stand immersion in water for 24 hours without disintegrating and still retain a considerable portion of its dry strength. W-board is similar in its characteristics, but lighter in weight and accordingly used principally for interior packing.

Spectacularly Successful

Both V-board and W-board proved to be spectacularly successful solutions to severe overseas packaging problems during World War II. The first shipments made to Korea were domestic containers overpacked with V-board. To avoid this expensive expedient, production of weatherproof board has been greatly increased.

It is reported that the Chicago Quartermaster Depot is preparing detailed packaging requirements for C-4 ration packaging. Because C rations fall somewhere

between the old K ration and the famous I-in-I ration they involve both inner and outer packaging specifications. These 40-lb. C-ration cartons hold six different individually packaged one-day menus for one man.

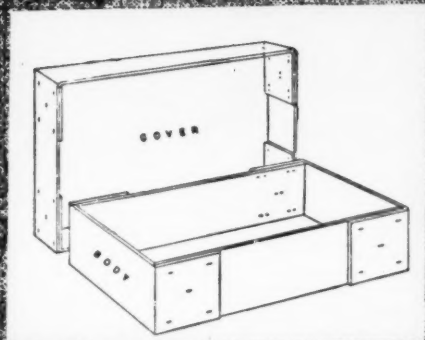
Also being developed and perfected are: (1) "assault food packets" to be carried into action by the individual soldier, (2) "survival rations" or near starvation diets for keeping stranded soldiers, sailors and airmen alive while awaiting rescue, and (3) a new "5-in-1" packet to replace the wartime 10-in-1 rations.

The assault food packets are claimed to be more attractive at the front lines than the old K ration packet. The 5-in-1 packet is to be used for the feeding of small groups of soldiers who have no access to field kitchens. It weighs 25 lbs., contains a variety of new canned food items, and is already in use in Korea. Outer containers for these new rations are made of V-board.

Specs for V- and W-Board

Specifications for V-board and W-board, and the wire stitching and strapping requirements for overseas shipment, are contained in Joint Army-Navy Specification JAN-P-108, originally issued June 30, 1944. Four amendments have been issued. The latest is dated September 5, 1950 and contains all changes.

It is understood that an MIL specification is in preparation, probably to be designated M-B-108, which will



FULL TELESCOPE DESIGN BOX

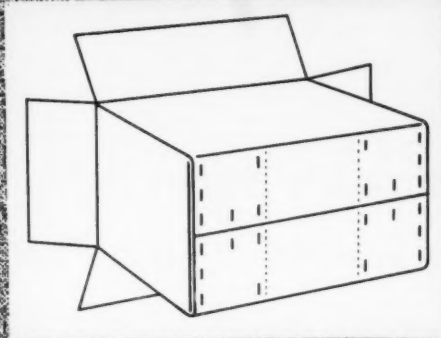


FIG. 4 —REGULAR SLOTTED CONTAINER

bring V and W-board packaging and packing standards for all branches of the Government under one specification. Few changes are anticipated beyond the change in designation.

Behind the Specification is the sound and simple shipping philosophy—a box shall be closed in such a manner that it will not open during the transportation and the handling it is designed to endure. In this connection, it is interesting to note that most of the changes made in the original JAN-P-108 Specification have dealt with the methods of wire stitching the joints and the sleeves. It is important that the knocked-down boxes shipped flat by the manufacturer be properly assembled by the producer of the goods that are to be packed and shipped.

It should be emphasized that proper placement of stitches is more important than more stitches misplaced.

Both Wire Stitched and Strapped

Weatherproof V-board boxes are both wire stitched and strapped. Instructions are detailed and involved because of the wide range of container styles and contents.

To fasten the containers, either steel staples or stitching wire, at least 0.020 inch thick and 0.098 inch wide, must be used. The wire must be coated or plated so that it remains rust-resistant during normal handling and storage operations.

Most important, "all stitches shall completely pass through the pieces to be fastened, shall be well clinched, and shall not show cracks or other indications of weakness."

Five stitch patterns to assemble containers are covered by the Specification: (1) body joints on V-board boxes, (2) body joints on W-board boxes, (3) sleeves, (4) telescope boxes, and (5) regular slotted cartons.

Proper Spacing

Body joints on V-board boxes (Fig. 1) should have stitches spaced not more than 2 in. apart. Stitches shall be placed within 1 in. of each end of the joint. Additional tie stitches are placed about ½ in. from each of the end stitches. No less than four stitches may be

used in making a joint. An alternate pattern is permitted if heavier fasteners are used.

For body joints on W-board when it is to be used to form exterior boxes, the same stitching pattern as above is required. When used for interior boxes, tie stitches are not required and the following minimum values must be used:

Depth in Inches	Number of Stitches
Up to 2 inches	2
2 to 4 inclusive	3
Over 4 to 6 inclusive	4
Over 6 to 8 inclusive	6
Over 8 inches, follow V-board instructions, except that tie stitches are not required.	

Fasteners for sleeves, Fig. 2, should be placed not more than 2 in. apart and not more than 1 in. from each end of the joint. To prevent flare, stitches must be within ⅝ in. of the free end of the long panel. Stitches for telescope boxes should be placed as shown in Fig. 3.

Fiberboard boxes are stitched and strapped after packing by the shipper, and the way the operations are performed have "a most important bearing on the overall performance in service."

Slotted Containers

Regular slotted exterior containers should be securely sealed with the stitches distributed so as to prevent lifting of free edges and corners of the outer flaps. Twelve stitches are required for a box up to 8 in. wide, with four stitches added for each additional inch of width. Half of the stitches must pass through each inner flap. Driving stitches through both inner and outer flaps prevents snags that may pull the box apart, Fig. 4.

Full telescope containers are generally shallow boxes. Their top sections, or covers, have depths sufficient to cover the over-all height of the body sections. To determine the minimum number of stitches for these containers, simply multiply their depth in inches by 1½. Each of the flaps must be fastened to the adjoining walls

(Continued on Page 27)

Desiccant for Military Packing Now Produced In Large Plant

SILICA GEL IS A desiccant used for Method II packaging of military materiel.

Method II as prescribed by the armed forces is the only acceptable way for prime contractors to provide moisture vapor-proof packaging. Equipment must be protected by either a flexible or rigid air-tight container which has silica gel sealed in. The gel is one of the most efficient adsorbent materials known and it collects moisture within the package preventing it from corroding vital metals.

Use of silica gel for protecting military materiel covers a variety of instruments and equipment ranging from huge aircraft engines to delicate electronic crystals. Equipment so guarded is not slushed in grease. It is immediately operational and the millions of man-hours normally spent on removing grease are released for other duties.

Silica gel is a highly adsorptive granular form of pure silica, consisting of hard, glassy, rounded particles ranging from 6 to 80 mesh in particle size. Each granule is so interspersed with minute capillaries that one cubic inch of the desiccant has an acre of surface for adsorption. It will adsorb moisture up to 40 per cent of its own weight and not liquify in the process.

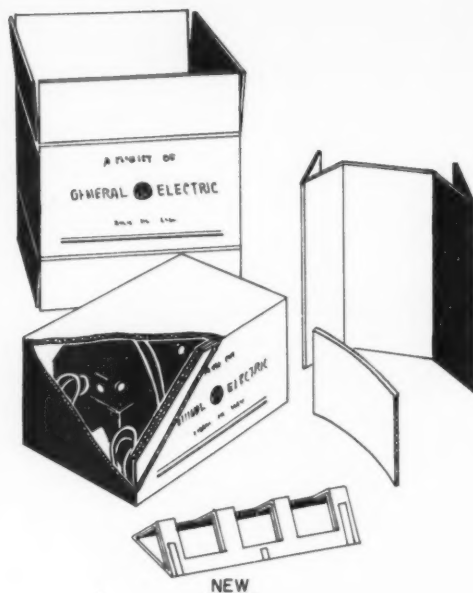
The Culligan Zeolite Company is the world's largest manufacturer of zeolite, a water softening mineral. According to Harold F. Werhane, President, silica gel production will not hinder the firm's water softening activities which are important to the defense effort because soft water conserves soap, fuel, fabric, and hard-to-replace appliances.

Silica gel is a synthetic chemical product, manufactured by mixing a solution of silicate of soda and sulphuric acid. The resulting gel is dehydrated in outdoor drying basins. This use of natural heat for drying the gel was pioneered originally by Culligan for treating zeolite. Company scientists found it equally useful for treating silica gel.

During the last war, Culligan also pioneered the reactivation of spent silica gel. Using their own methods, C-Z engineers saved the government millions of pounds of vital chemicals and the expense of producing eight million pounds of new gel. The recently opened plant is also adapted to regenerating spent gel.

The company's new San Bernardino, Cal. plant is highly mechanized, requiring not more than 15 employees to produce, bag, and ship an entire month's production. Included in the mechanical equipment is a

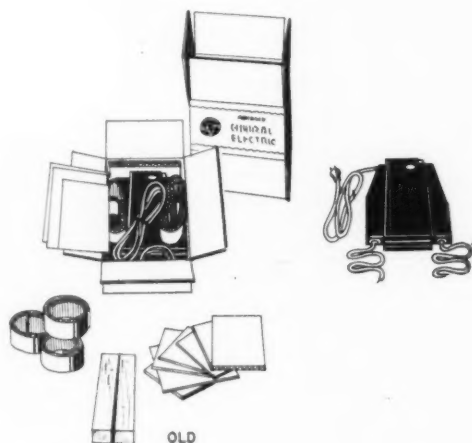
(Continued on Page 28)



Simpler Pack Effects 20 Per Cent Savings

Typical of the extensive packaging research program being carried on constantly by the General Electric Company is the streamlined and improved small parts pack shown on this page. As described by P. O. Vogt, Packaging Engineer and renowned expert, the GE midget lamp transformer presented a number of problems in packaging. It has many projections along

(Continued on Page 29)



Britain's Packaging Problems

Their Shortages Are Much Worse Than Ours

By DR. LAWRENCE V. BURTON

Executive Director of Packaging Institute, Inc.

THE FOLLOWING ARTICLE summarizes the chief points of an address presented by Dr. Burton to the Eastern Division of the Society of Industrial Packaging and Materials Handling Engineers at a recent meeting in New York. Dr. Burton, a recognized authority on Packaging and related subjects, visited Britain this year to acquaint various British organizations with the American concept of packaging. The observations presented here were gained in a period of three weeks of discussion with British packaging experts, including some 27 formal meetings.

MOST OF THE PACKAGING problems of Britain can be summed up in a single word—SHORTAGES. Although our current packaging problems in U.S.A. are also due principally to shortages, the British

problems are more acute than ours and are further aggravated by other shortages such as fuel, food, meat.

Furthermore, many British shortages appear to have originated from actions in U.S.A. such as preemptive buying of all the available world's supplies, especially of pulp and paper. Part of the trouble was due to the failure of the British government to decontrol pulp and paper at a date early enough to permit British nationals to buy a part of the then available Scandinavian pulp output.

The scarcity of paper and paperboard in Britain so far overshadows all other packaging problems, that very little was heard of the others. Everywhere the comment was about lack of paper and how we in America would help the British by refraining from purchasing everything in the world. In other words, they plead with us to leave a little for Britain. It would appear that international allocation of packaging materials originating elsewhere than Britain and U.S.A. might be ultimately invoked to help solve the problem.

Before leaving New York, we were frequently asked to suggest to the British that we were very short of many supplies and to urge them to use their own packaging supplies more economically. Yet in England the very same plea was made to us to be more careful of what we had in U.S.A. and try to share with Britain. In other words, the shortages are everywhere.

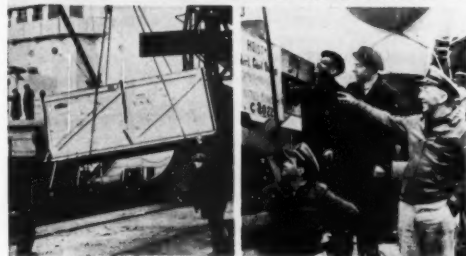
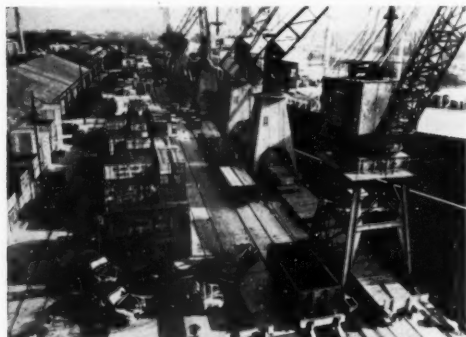
Britain produces no pulp at all, but must import from North America and Scandinavia. Their pleas for a fair share of the world's available pulp were convincing.

Glass Manufacturers Have Troubles

During a conference with the glass manufacturers of Britain the problems discussed were mainly paper shortages. Soda ash was mentioned once. One glass manufacturer has gone so far as to pay for the return of empty corrugated shipping containers from Bangkok, Siam! While it is doubtful that these returned shipping containers will be of much utility, it is important to record this effort as a measure of the desperation to which the British are being driven under the present shortages.

When such matters came up for open discussion, we placed before the British manufacturers a frank statement of the American situation and the American viewpoint. The British frequently expressed the view that Rule 41 in U.S.A. could well be modified so that lighter weight containers could be used, thereby stretching the

(Please turn page)



Top photo: Automobiles and crated trucks being loaded in ships' holds direct from freight cars at Bristol, England. Above, left: Unloading at dock in the United States. Above, right: American crewmen point out giant excavator being unloaded from their ship in England, to British longshoremen.

Photo Courtesy British Information Service

available pulp and kraft pulp supply with the hope that the world's supply could go a little farther.

Time never permitted a lengthy examination of the relative merits of the respective positions of the two nations.

Contrary to a popular belief held in U.S.A., Britain is collecting waste paper to a very considerable extent.

One aspect of waste paper recovery that could be improved was noted. Seemingly little effort is made to sort or segregate the various qualities of waste paper; even kraft paper is not separated and reused as kraft.

In the face of all these problems the British manufacturers are goaded to extreme measures and have developed many ingenious methods of making their paper supplies go further. Paper sacks for flour are astonishingly light weight. Some manufacturers have developed an open type of corrugated or solid shipping container which has no lid. Some have even used this lid-less container for export with good results. Oddly enough there is no pilferage from these open type containers.

On the other hand, apparently none of them had heard of the end opening case as a method of saving paper. More questions were directed at us on this subject than on any other.

One point the British would very much like all Americans to understand is that a very small percentage change in our huge consumption of paper products has a notable effect on world supplies available to Britain. British manufacturers do not understand our U.S. stock piling policies and they even asked us *if the U.S.A. were actually stock piling paper or pulp?*

British Standards Institution

In contrast to the U.S.A., in Britain there is only one organization that handles standardization—The British Standards Institution. In the U.S.A. there are many organizations working on standardization. Because of the single organization in Britain there is no conflict or duplication of publications issued.

As a result, the British government leans heavily on B.S.I. when issuing orders specifying the types and grades of materials to be used in packaging British made products.

B.S.I. committee recommendations carry considerable prestige and there are over 2,000 (two thousand!) such committees working in every branch of industry.

From the administrative viewpoint, the B.S.I. seems to be ahead of any organization in the U.S.A. Yet, despite the preceding fact, standardization in Britain is not as advanced as in U.S.A.

The head of B.S.I. pointed out that standardization work in various European countries is hindered by a lack of interest in U.S.A. As an example from the can industry, the effort to standardize the open top or sanitary can reveals there are often two diameters for nearly every important size of can—e.g. 300 and 301 diameters. B.S.I. would like to standardize on one or the other size but many European countries refuse to go along because the U.S.A. will not participate and most of the double seaming equipment comes from U.S.A.



Freight cars in England are much smaller than those in the United States. In addition the narrow gauge track allows for a much narrower car. The freight cars are known in England as "wagon cars." Note the curved top of the closed cars.

Photo Courtesy: British Information Services

DETAILED VIEWS AND OBSERVATIONS Railroad Claims

Railroad damage claims in Britain at the present time are paid for at the rate of about 1 claim per 1000 packages handled. British freight cars hold about 10,000 lb. and do not have automatic brakes. Some cars receive rougher handling than freight cars in U.S.A.

Better Shipping Containers Lead to Rougher Handling

Shippers are finding that better and stronger packages lead to rougher handling. One paint manufacturer reported that leakage of paint from cans in strong wooden containers was far worse than when the cans were packed in a rather light fibre carton.

Paper Shipping Containers in Britain

About 75 per cent of British paper shipping containers are of solid fibre and 25 per cent are corrugated. Reasons given are:

1. Reluctance of users to believe the corrugated case will provide the necessary protection.
2. Inadequate supply of corrugating medium and kraft paper.
3. Scant effort to segregate kraft from other types waste paper when paper board is made from waste which contributes to the scarcity of kraft.

Container Recovery Service

In the British Packaging Catalog are listed two container recovery services:

C. R. S., London

Container Services Ltd., Liverpool.

During World War II, these companies were formed for the sole purpose of collecting used shipping containers. The services paid the retail outlet for the recovered shipping container, sorted them, repaired them

(Continued on Page 31)

Packing Small Parts In Bags Saves Time, Energy And Money

AS A SMALL PARTS shipper padded bags have become popular in recent months. The bags are being used extensively to ship precision parts and instruments, highly finished or machined parts, accessories, hand and machine tools and similar items. Packing with the bags involves three basic steps: inserting, closing and tagging. Several types of closures and one type of tagging are shown in the photos at the right.

With Tape

The top photos show two methods of closure with tape as follows:

Top: fold bag approximately 2". Apply 2" or 3" tape to folded end. One edge of tape should be applied along folded edge and tape should extend over fold to make tight closure. Allow 1" to 2" on ends of tape to seal over front of bag. This method supplies good corner protection.

Second tape method: Dog ear corners of open end of bag, then fold over approximately 2". Apply 2" or 3" tape as shown in illustration #1 or #2. This method supplies good corner protection.

With Staples

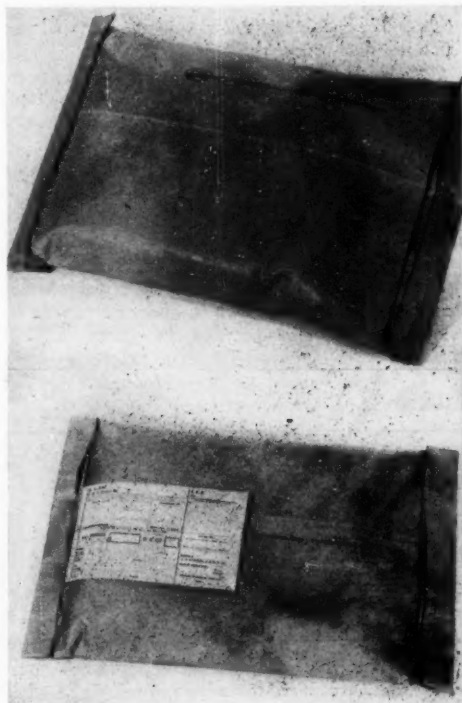
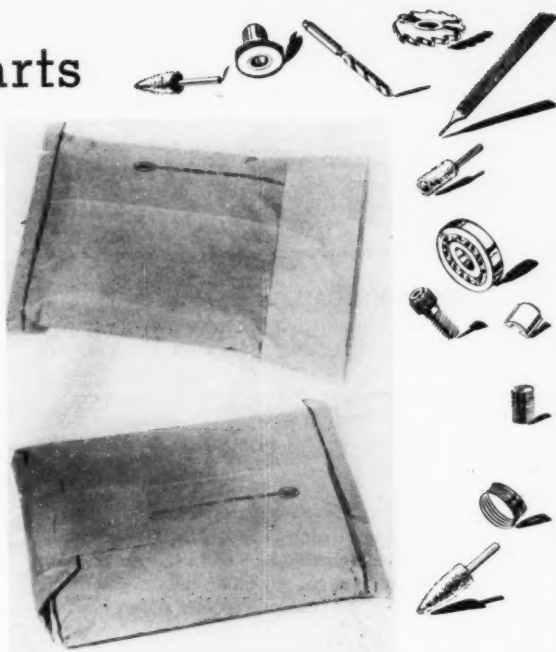
Photo 3 shows closure with staples, as follows:

Fold open end of bag at scored line. First and last staples should not be over 1" from each edge of bag. Experience indicates that a 26 gauge $\frac{1}{4}$ " staple is the proper size to use to provide a sufficiently strong closure and still permit easy opening of the bag. Staple suppliers can furnish the staple recommended. Do not staple through the batt or soft part of the bag.

The bottom photo shows a convenient method of attaching a COD tag, using staples. When tape is used the tag is merely inserted under the fold and secured in place with one staple, then tape is applied.

When using staples—Fold bag at scored line, insert end of COD tag under fold, secure with 2 staples, and use 1 additional staple at each end of fold. Tag can be cut off by P.O. and leave staples.

Illustrations & Data Courtesy Jiffy Manufacturing Co.





"LISTEN, Mr. Traffic Manager"

AFTER BEING CALLED to task by the Postoffice Department on one of our suggestions, we hesitate to delve once more into helpful hints which concern that department. However, we accidentally ran across a procedure which we think is worth passing on.

Recently, our company mentioned in a magazine that if the individual would send in a self-addressed, stamped envelope we would gladly send them some sort of a thing at no charge.

Within a short period of time our mailing department brought in a batch of self-addressed envelopes from various individuals which had been run through those individual's meter machines and on which was typed, "No Postage Stamp Necessary—Postage has been Prepaid by".

Either we are very stupid or had not had the opportunity to observe, but we had never run into this sort of procedure before. We immediately checked with the classification division of the postoffice and found that in substance such a procedure is permissible and very helpful to many concerns.

The Postoffice Department permits authorized postage-meter users to furnish reply cards and envelopes on which the return postage is prepaid by metered impressions on their meters under the following conditions:

The usual meter impression, including date when metered, must be printed in the upper right corner of each card or envelope. Space must be provided in the upper left corner of the address side for the return card user.

The name and complete address of the permit holder, that is, the person or concern to whom the card or envelope is to be returned, and the inscription, "No Postage Stamp Necessary—Postage has been prepaid by....." must be printed on the cards and envelopes as per diagram below:

From..... (Meter impression for
postage here)

**NO POSTAGE STAMP NECESSARY
POSTAGE HAS BEEN PREPAID BY**

John Doe Company
East Lima Avenue
Lynn, Massachusetts

The number or value of such meter impressions must be separately accounted for in the statement of mailing

on the day the reply cards or envelopes are run through the meter.

The general idea of this thing, as we see it, is to allow chiefly business concerns to use their own meter impressions as self-addressed envelopes. The postal authorities also insisted that the notation, "No Postage Stamp, etc." be printed on the envelope and not just typed or written.

★

For the past year, as everyone knows, parcel post deliveries have been exceptionally slow. We have found that our daily mail brings more and more letters in which the consignee claims shortage of their shipment. The majority of these are on parcel post shipments which have been sent out in two pieces, one piece having been delivered, the consignee feeling that there has been a shortage in his order. Naturally all of this means extra work for the Traffic Department, involved follow ups etc. Meanwhile the second package may have been delivered. We would strongly advise all shippers of

(Continued on Page 29)

Chamber of Commerce Urges More Efficient Use of Freight Cars

Close cooperation between carriers and shippers to bring about more efficient use of freight cars was urged by the U. S. Chamber of Commerce in a six-page illustrated pamphlet recently made public, suggesting ways of avoiding a car shortage.

"The Chamber is concerned about the possibility of further government controls," Harold F. Hammond, Manager, Transportation and Communication Department, said, "unless all concerned work to solve the freight car problem." He expressed the belief that additional regulation can be avoided through maximum utilization of existing car supply.

The folder, issued under the title, "How You Can Help Reduce the Freight Car Shortage," carries a check list for shipping operations as follows:

1. Load cars to full limit.
2. Load cars promptly.
3. Notify railroad immediately when empty car is available.
4. Load and unload cars six days a week.
5. Load cars in direction of owner's rails.
6. Remove all dunnage, blocking and rubbish from cars.
7. Order cars only as needed.
8. State needs as to size, type, destination and route.
9. Avoid loading high class cars with contaminating commodities.

The pamphlet carries the following quotation from Interstate Commerce Commissioner Knudson, recent Interstate Commerce Commissioner Knudson, recently appointed Defense Transport Administrator:

"Our transport system faces critical days ahead. Only by full utilization of all forms of carriers can shipping demands be met. Make every piece of equipment count."

FACE IN THE DIRECTION OF TRAVEL

... in other words, watch where you're going, bud.



Handling Fork Trucks Safely

Light-Hearted Cartoons Show Drivers 28 Ways to Avoid Dangerous Mistakes

THE almost universal adoption of industrial power trucks in recent years has brought about a need for new in-plant safety warnings and traffic regulations. Recognizing the need for a complete guide for its drivers, which would be both forceful and readable, Clark Equipment Company came up with a colorful booklet called "Safety Saves" containing 28 highly graphic drawings (note the shapely hazards on this page), of dangers to be avoided. Fourteen of the drawings are herewith reproduced.

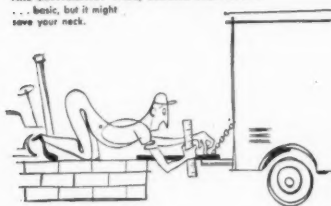
DON'T DESCEND RAMP WITH LOAD IN FRONT

... the center of gravity shifts, the rear of the truck lightens and you may dump the load.



BE SURE BRIDGE PLATES INTO TRUCKS OR FREIGHT CARS ARE SUFFICIENTLY WIDE, STRONG AND SECURE

... basic, but it might save your neck.



LIFT, LOWER AND CARRY LOADS WITH UPRIGHT VERTICAL OR TILTED BACK, NEVER FORWARD

... one important reason why the tilt is there is to steady the load for safe travel.



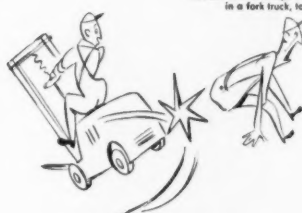
HITS COUNT AGAINST YOU

... avoid hitting sprinkler heads, pipes, elevator gates, walls, columns, fire doors and fellow-workers — in this league you're "thumbed out" of the park for "hits."



WATCH REAR-END SWING

... this can be dangerous, in a fork truck, too.



USE CARE WHEN HIGH-TIERING

... there are no profits in falling stacks.



USE LOW GEAR OR SLOWEST SPEED CONTROL WHEN DESCENDING RAMPS

... don't have a runaway on your run way — it's dangerous.



WATCH BLIND CORNERS — STOP AT INTERSECTIONS AND SOUND HORN

... the other guy can't see around the corner either.



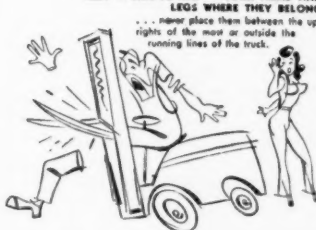
KEEP CLEAR OF EDGE OF LOADING DOCK

... "sky hooks" are not standard equipment on fork trucks.



KEEP — AND TO KEEP — YOUR ARMS AND LEGS WHERE THEY BELONG

... never place them between the up-rights of the mast or outside the running lines of the truck.



STAY WITHIN RATED CAPACITY

... never "take on" more than you can handle.



NEVER TRAVEL WITH FORKS RAISED

... when loaded, your vision is obstructed; unloaded, they threaten everybody's safety.



STEER CLEAR OF JAM SESSIONS

... always back a powered hand truck onto the elevator, and you won't be jammed against the back wall.

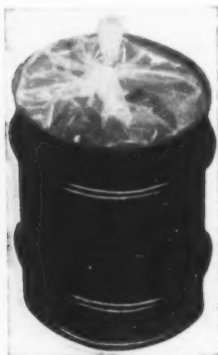


NEW PRODUCTS & LITERATURE



PLASTIC FILM MATERIAL

A new copolymer plastic film material having unusual strength and flexibility has been successfully developed by the Protective Lining Corporation which is now being used by many chemical, processing and packaging companies for various types of drum liners and bags. As with polyethylene liners and bags manufactured by Protective Lining Corporation, the new copolymer products are made and shipped without D-O ratings.



These drum liners and bags are electronically welded and tested. They are manufactured in all sizes and shapes for practically every kind of steel or fibre drum, carton or case.

ONE MAN BRIDGE RAMP

Developed originally by the Elizabeth Iron Works during World War II, at the request of the U. S. Navy, the "One Man Bridge Ramp" is designed for use with fork lift trucks on railroad sidings. It has a load capacity of 15,000 pounds and can be placed and secured by the truck operator alone in less than two minutes. No physical lifting is required. Transported to location between platform and freight car or between two freight cars on the forks of any standard fork lift truck, the ramp is set into place and forks withdrawn. Lift handles drop into place providing a flush riding surface. Locking pins, fixed in floating arms, one of the patented features, firmly secure the "One Man Bridge Ramp" in place.

There is a size and type of "One Man Bridge Ramp" to span gaps from 5 to 58 inches with differential in heights up to 7 inches. The riding surface is non-slip steel plate reinforced with shock plates at corners. Side stringers add rigidity and act as a safety guard. Two of the features on which Mr. Diamond was awarded his

patent are the locking device—self-leveling, multi-holed, and provided with locking pins which travel in channels and fit into holes to prevent shifting. The other feature is the one piece, special alloy lift handles.

A folder describing the "One Man Bridge Ramp" has been prepared by the Elizabeth Iron Works. An accompanying Survey and Specification Sheet is so simplified that any person familiar with the movement of materials handling may select the correct size and type of ramp to fill his requirements.

SIPMHE PROCEEDINGS

The "Proceedings" of the Industrial Packaging and Materials Handling Short Course conducted by the Society of Industrial Packaging and Materials Handling Engineers under the sponsorship of Community College, Temple University last October at Philadelphia, is now available in both form.

This handy pocket-sized volume contains more than 200 pages of information covering almost every phase of protective packaging—from the unit to the exterior shipping container. The Materials Handling section includes a discussion on "Pallet Program for Older Buildings" and "Organizing and Planning for Packaging and Materials Handling Activities."

CONTINUOUS VISION LENSES

Eyeglasses fitted with a relatively new type of optical lens called Continuous Vision lenses are helping to make middle-aged workers in many industries, particularly packing, shipping and packaging personnel, more effective and productive. These new lenses go bifocals one seeing-range better by eliminating blurred vision at the important arms-length seeing range, from about 18 to 50 inches from the eyes.

Tests conducted at the Northern Illinois College of Optometry since 1948 have proved the benefits of Continuous Vision lenses for middle-aged workers in the shipping, packaging and materials handling fields.

These lenses, which are now coming into wide usage, have three segments which enable the wearer to see near and far and, in addition, restore clear, effective sight at arms-length distances. This vision problem is peculiarly one that plagues the middle-aged, the 45-and-up group in industry.

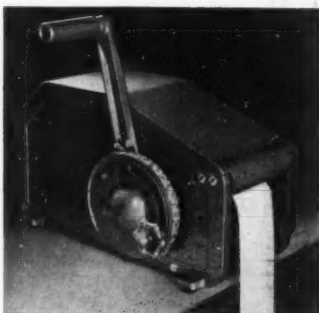
Literature and prices of products mentioned can be obtained if you drop a post card to Richard Gertner, News Editor, SHIPPING MANAGEMENT, 425 Fourth Ave., New York 16, N. Y.

Companies having new product stories should send them to the same address.

NEW TAPE DISPENSER

Big Inch No. 40—a new general purpose pressure sensitive tape dispenser measures fairly long strips (up to 21" single stroke)—of wide industrial tapes. While it is particularly practical with cloth tapes, it is also suitable for paper tapes, acetate, fibre tapes, etc.

Model 40 may be loaded with multiple narrow rolls or single width to 4". Loaded with three rolls, it delivers three measured strips with each stroke, with considerable time and tape savings.



Three gear speeds are standard equipment on this machine without extra charge. When maximum lengths (21" lengths) are desired, the high gearing is used. If only medium lengths are needed (up to 13"), the gearing can be changed to "medium" in about 30 seconds by removing and replacing one stud with an ordinary wrench. This makes the feedstroke lighter.

If only short strips are needed for a considerable period, a quick gear change to "low" makes the maximum length strip 8" and further lightens the feed-stroke.

To reduce fatigue on repetitive production line feeding when the "medium" or "low" gears are used, the backstop bumper can be moved to its forward position, thus using the downward motion of the crank rather than the forward motion.

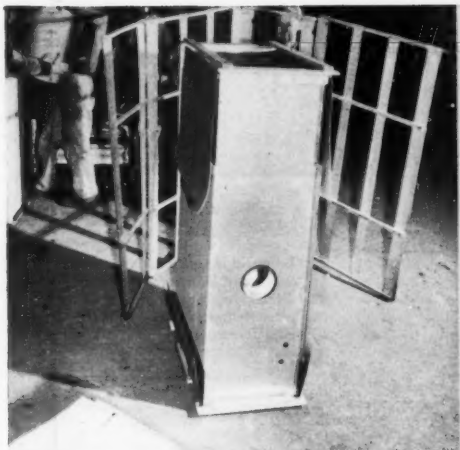
A unique 3-column scale instantly finds the proper setting of the feed stop for the desired tape length without wasting tape.

Bid Inch No. 40 is engineered for heavy duty operation. Oilite (self-oiling) bearings are used throughout. Heavy duty ratcheting mechanism and extra heavy, razor-sharp, honed blades and other features which make No. 40 dependable.

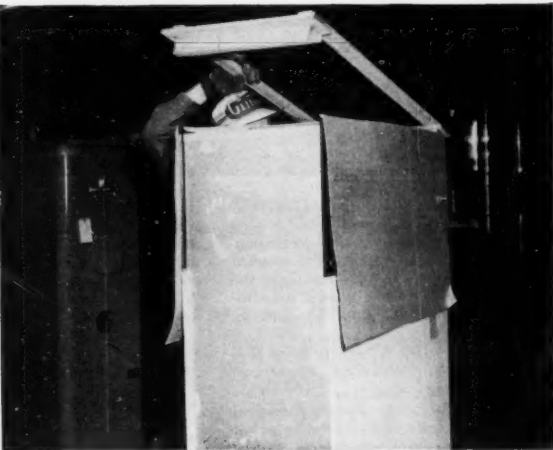
LIQUID SHIPPING DRUM

United States Rubber Company has developed a new 55-gallon synthetic rubber-fabric drum, suitable for shipping

(Continued on Page 23)



The one-piece wirebound wrap-around "mat," here folded into shape and being placed in position, will fit snugly about the crate top and base to create a "pressure pack" that will prevent the furnace from shifting during shipment and that will absorb most shipping shocks and jars without passing them on to the unit.



The corner flange on two sides of the Model WF-100 "Even Temp" wall furnace formerly was frequently bent or dented during shipment—but not any more since the Northwest Metal Products Co. converted to the use of wirebound crates. The top of the crate is engineered to provide full protection to the flange.

Engineered Crate Slashes Packing Time And Costs

Northwest Metal Products Co.
Kent, Washington

HIGH-SPEED METHODS of packing that result in complete protection against shipping damage during long hauls and low container tare weights that save freight charges are of special importance in the highly industrialized but somewhat remote Puget Sound area.

With scarcities of both materials and manpower threatened as a result of the international situation, shipping damage and waste of man-minutes are costly extravagances.

Harry Beetham, purchasing agent for the Northwest Metal Products Co. at Kent, Wash., entered the current disturbed period with assurance that his company's products are packed both as economically and as protectively as possible with conservation of both manpower and materials.

The Northwest Metal Products Co. manufactures, among other metal items, the widely known line of "Even Temp" oil-burning furnaces, which are shipped all over the country from the Kent plant, as well as similar furnaces for blind market outlets.

Beetham achieved the company's present high status of packing room efficiency and economies when he conferred with scientific packaging engineers and, with their assistance, helped perfect ten designs of specially

engineered wirebound crates for the entire line of "Even Temp" wall and floor furnaces.

Beetham reports that immediate results included elimination of shipping damage from container failure or from ordinary shipping shocks and jars, slashing of over-all packing time up to 35 percent, reduction of shipping container tare weight up to 40 percent, and considerable savings in over-all packing costs.

One of the bothersome nuisances that used to be experienced was the bending of an important metal flange that protrudes above the top of the Model FL-46 "Even Temp" floor furnace. The container formerly used failed to protect the flange properly with the result that many were bent.

"The wirebound crate we now use for this, and several other models, is engineered with a top that fits snugly over the flange and fully protects it against being bent or dented," Beetham said. "That alone has saved us considerable expense and time and is an example of what can be accomplished through scientific shipping container engineering to make the crate fit the product with maximum protection."

One model utility room furnace has control units on

(Continued on Page 30)

MILITARY PACKING EXPERT ADDRESSES EASTERN DIVISION SIPMHE

◆ Mr. B. R. Smith, Chief of Packaging Army-Navy Medical Procurement Agency, addressed the last meeting of the Eastern Division of the Society of Industrial Packaging & Materials Handling Engineers.

The meeting was held at the Brass Rail Restaurant, New York City, in June.

Following Mr. Smith's remarks, "Cargo for Peace", a film showing the actual handling of materials in the principal ports of the world, was shown to the group. The film stressed the necessity of the maintenance of international trade for the survival of a free world.

TWO ACME STEEL PLANTS RECEIVE SAFETY AWARDS

◆ Two Acme Steel Company plants were among the fifty winners of the Industrial Injury Prevention Contest honored in June at the Congress Hotel in Chicago during the 28th Annual Midwest Safety Show.

Plaques were presented to Paul Lundquist, safety director of the Acme Steel Riverdale plant and Ed Bouquet, safety engineer of the Archer-Chicago plant by David Levinger, vice president for industrial safety of the Greater Chicago Safety Council. Awards were based upon lowered accident frequency and severity rates in 1950 over 1949 performance.

NEW DIVISION HEADS ELECTED BY AMA

◆ The American Management Association today announced the election of James D. Wise, President, Bigelow-Sanford Carpet Company, New York, to the newly created post of Vice President for the General Management Division. General Management is the newest of AMA's eight divisions—which include also Personnel, Production, Office Management, Finance, Marketing, Insurance and Packaging—and the election of a vice president marks the beginning of its formal organization.

Also announced were the election of four other new vice presidents for 1951-52, the 28th year since the founding of the national management group, the election of ten new directors for three-year terms, and the reelection of other officers.

DETECTO BUYS YALE SCALES

◆ Detecto Scales, Inc., has announced through Aaron J. Jacobs, president, that they have purchased the Yale scale business of the Philadelphia Division of The Yale & Towne Manufacturing Company.

E. F. HERRLINGER CELEBRATES 80TH BIRTHDAY

◆ Another milestone was recently passed by Mr. Edward F. Herrlinger, Chairman of the Board of The Gummed Products Company, Troy, Ohio; the occasion was his 80th birthday.

One-time President of the National Paper Trade Association, Mr. Herrlinger, founder and president of The Gummed Products Company from 1914 until 1935, was "congratulated" by a large representative group of members of the organization, who personally signed a giant 2 foot by 3 foot birthday card.



Charles R. Rudisill, oldest member in years of service, shown looking at the giant birthday card sent by employees of The Gummed Products Company to Board Chairman Edward F. Herrlinger on his 80th birthday.

The card was personally presented to Mr. Herrlinger by his two sons, Roth F. Herrlinger, President and General Manager of The Gummed Products Company since 1935, Paul W. Herrlinger, Vice President in Charge of Production, and the president's son, Edward F. (Ted) Herrlinger, II, Assistant Sales Manager and the fourth member of the Herrlinger family now actively engaged in the Company's affairs.

W. R. BLOMMEL APPOINTED SALES REP. FOR YALE IN AKRON, O.

◆ William R. Blommel has been appointed sales representative for the Yale line of industrial trucks in the area of Akron, Ohio, it was announced here today by James P. Kinney, General Sales Manager of the Yale & Towne Manufacturing Company's Philadelphia Division.

Mr. Blommel brings to his new post with Yale, a background of several years in the application of modern materials handling equipment. He was formerly assistant sales manager of Service Caster and Truck Corporation. Prior to this

position, Mr. Blommel was an executive of the Ford Motor Company in Detroit.

A graduate of Michigan State College, Mr. Blommel is a member of the American Materials Handling Society and the American Society of Industrial Engineers. He has presented papers and participated in technical forums of these and other professional societies.

"CLAIM PREVENTION FORUM" INCLUDES TOP GOVERNMENT TRAFFIC MEN

◆ Top government officials handling military traffic in various defense agencies participated in a "Claim Prevention Forum" during the 14th annual meeting of the National Freight Claim Council of American Trucking Associations, Inc., at Detroit.

Officials included W. J. Burns, Department of Defense Military Traffic Service; A. Biery, Navy Department; Lt. Col. M. A. Hoard, Army Department and L. C. Evans, Air Force.

At a banquet Wednesday evening, Edward F. Lacey, executive secretary of the National Industrial Traffic League, called for diligent, prompt and cheerful claims handling by carriers to increase shipper good-will. He also presented awards to outstanding leaders in the field of claim prevention.

PRES. FRASER OF KATY RR DESCRIBES CRITICAL SITUATION

◆ The critical financial condition of the country's railroads today is temporarily hidden by bolstered revenues from military and defense traffic, Katy Railroad President Donald V. Fraser asserted in Kansas City, Mo.

Addressing a joint luncheon session of the Trans-Missouri Shippers Board and the Kansas City Traffic Club, Fraser said "inequitable rules" were placing the railroads at a great disadvantage. "Other agencies of transportation are wresting lucrative traffic from the railroads because of public subsidy," Fraser said, "and until the situation is corrected a still larger volume of traffic will be diverted to other and less efficient forms of transportation."

NEW HIGH RECORD OF LOCOMOTIVES ON ORDER

◆ Class I railroads on June 1, 1951, established a new all-time high record in the amount of new locomotive power on order, the Association of American Railroads announced today.

On that date, they had 1,839 new locomotives on order consisting of 2,454 power (Continued on Page 24)

★ TRAFFIC REPORTER ★

The Thirty-Sixth Annual Outing of the Worcester Traffic Association will be held Monday, July 23, 1951, at the Wachusett Country Club, Worcester, Mass.

Metropolitan Traffic Assn. of N. Y. holds its Annual Golf Outing July 31, at the Bonnie Briar Country Club, Larchmont, N. Y.

"Railroad Day" was held by the Los Angeles Transportation Club at the Wilshire Country Club, on June 26, 1951, with prizes for the winners of the Golf Tournament.

York Traffic Corporation of Pennsylvania held its Annual Outing at the Cone-wago Inn on Thursday, June 21, 1951. Its Golf Outing is slated for September 13, 1951. Mushball, quoits and horseshoes will also be on the agenda.

The Women's Traffic Club of N. Y., Inc., held their 20th Anniversary Dinner Meeting at the Coconut Grove Room of the Park Sheraton Hotel, New York City, early in June. The guest speaker was Mrs. Elsie M. Murphy, President of S. Strook and Co., Inc. The title of her speech was "Soft Shoulders to the Wheel".

Camaraderie Night was celebrated by the Pacific Traffic Assn. of Oakland, Cal., late in June, with a hot corned beef dinner served to 100 members.

New Products

(Continued from Page 20)

liquids, which can be collapsed after use, is returnable and reusable. Limited quantities are already being produced for essential uses in the petroleum and liquid chemical fields.

The new drum should effect sizable savings in return shipping costs, since more than 2500 collapsed drums can be shipped in a standard railroad box car that would hold only 300 rigid drums.

Experimental tests made by United States Rubber Company indicate that the new drum will be suitable for the shipment of oils, greases, fats, acids, paints, emulsions, soaps, dry powders and a variety of pharmaceutical and industrial chemicals. It is also believed to be practical for transporting liquids by air for the military and for dropping liquids by parachute to ground troops.

SCALE UNIT

A revolutionary development in automatic scale indication has been announced by The Howe Scale Company, Rutland, Vermont, with the introduction of the new Howe 77 Weightograph. A weighing

accessory, the unit can be attached to any make of beam scale, or to any scale convertible to beam operation, making an old-fashioned beam scale an "automatic" of the latest type.

The new scale is simply attached to the beam shelf and connected to the beam with a rod.

The scale features a non-protruding periscope with a convenient eye-level screen which instantly flashes the exact weight in large, illuminated, crystal-clear figures for easy, speedy and accurate reading. It is designed with the latest methods of optical projection which increases image brightness and contrast five times. The image is read off the mirror instead of a ground glass screen, which contributes greatly to the readability of the image under all sorts of light including daylight. The reading line length is 180 inches (15 feet).

NEW HEAT SEALER

Sealine Manufacturing Corporation announces an entirely new method of heat-sealing directly on Polyethylene, Pliofilm and other thermo-plastic films.



Field tests have shown that the 2½" dia. free-rolling heated wheel is ideal for sealing odd shaped objects as well as for end-sealing of bags. The wheel design makes it possible to get over and around areas heretofore untouchable with a sealer.

A variety of wheels for different applications may be obtained with "Sealine" 50. These applications include sealing cellophane bag ends, butt-sealing thin vinyls and to cut and seal other films.

Engineered for production use in sealing. Its low cost makes it practicable for use by manufacturers, jobbers, food stores, locker plants, plastic converters, and home sealing of frozen foods.

MATERIALS HANDLING SAFETY BOOKLET

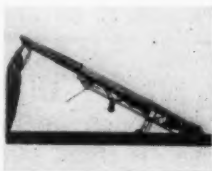
That sound caution and strict observance of sensible safety rules pay off for the fork-truck driver as well as for his employer, is the pleasant theme of a new booklet issued by Clark Equipment Company's Industrial Truck Division.

With the title "Safety Saves!", the book sets forth the "DO'S and DON'TS" which experience has established as a simple, practical code of industrial truck operation. The various admonitions, presented in an easy-to-take, good-humored fashion, and pointed up by cartoons, are offered as an excellent "refresher course" for experienced operators, and as a helpful statement of fundamentals for those new at the job.

"Safety Saves!" is a handy five-by-seven pocket size, 24 pages, and is printed in two colors.

ADJUSTABLE CONVEYOR

The new lightweight Adjustoveyor is a companion unit to the basic model Adjustoveyor introduced last year by Stewart-Glapat Corp. The unit is designed for applications not requiring the extreme lengths and massive load carrying capacity of the regular Adjustoveyor, yet it retains most of the basic and unique features of the large Adjustoveyor.



The lightweight model Adjustoveyor will assume countless different positions and lengths, and can be easily handled by one man. It is completely counter-balanced for ease of handling, and can be instantly moved to different applications around the factory. Its extreme versatility is applicable to almost all operating conditions and locations, making it many conveyors in one!

Construction features heavy truss design to carry a total weight of 850 lbs. and a maximum unit weight of 300 lbs., plus a ball bearing mounted roller bed on which the belt rides. The unit measures 10' closed and 17' 6" fully extended, and can be operated at any distance in between. It will stack to a height of 10', at a maximum stacking angle of 30°.

Standard equipment includes a 14" wide rough top rubber belt on an 18½" bed, which permits carrying much wider loads than the total belt width. The unit weight is 625 lbs. completely assembled, and is driven by a ½ or ¾ hp motor.

BOOKLET ON LOADING DOCKS

Full information on adjustable loading docks, which speed up freight handling and "mechanize" loading operations, is given in a new 2-color folder issued by Rowe Methods, Inc.

The bulletin shows present models of Adjust-A-Docks along with photographs of typical installations. A complete discussion of the advantages of adjustable loading docks, including savings in dock space, handling time, labor and breakage, is included.

Design and construction features of Adjust-A-Docks, and information on operation and uses of Adjust-A-Docks are also covered.

Free copies of this new bulletin may be obtained by writing Rowe Methods, Inc.

ADHESIVES FOR HOT LIQUID CONTAINERS

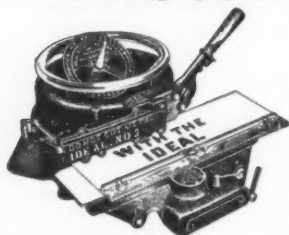
Federal Adhesives Corp. announces the introduction of Federal Liquid-Tite No. 69, a development in adhesives for hot liquid containers. It is especially formulated for the manufacture of spiral and convolute containers for coffee and other

(Continued on Page 29)

MARK THESE
WORDS WELL...

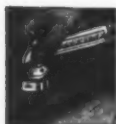
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FREE! "IDEAL SHIPPING GUIDE".
Handy, money-saving shipping room hints.

IDEAL
STENCIL MACHINE CO.
108 Iowa Ave. Belleville, Ill.

News

(Continued from Page 22)

units. The previous high record was reported on April 1, 1951, when they had 1,883 locomotives on order consisting of 2,420 power units. While the number of complete locomotives on order on June 1 was slightly less than on April 1, the increase in the number of power units resulted from the fact that all of the locomotives were diesel-electric except for 16 steam and 3 electric and the diesel-electrics included a larger number of road locomotives which generally consist of from two to four separate units coupled together.

Class I railroads on June 1, 1950, had 1,009 new locomotives on order, which included 996 diesel-electric, 9 steam and 4 electric.

SIGNODE FIELD ENGINEER RESIGNS TO TAKE WASHINGTON POST

♦ Arvid W. Hamrick, a senior field engineer for Signode Steel Strapping Co., has resigned his position to take an appointment with the Commerce Department in Washington, D. C., according to a recent announcement by J. M. Moon, Signode Vice President and Director of Sales.

Mr. Hamrick was named chief of the Steel Strapping Unit, Container and Packaging Division, Chemicals, Rubber and Forest Products Bureau, of the National Production Authority.



ARVID W. HAMRICK

Mr. Hamrick's new duties will pertain to the distribution of steel to the manufacturers of steel strapping and accessories. It is the Container and Packaging Division's policy to work closely with the industry in the resolution of government action pertaining to containers and packaging materials. Mr. Hamrick's duties also embrace the matter of equitable distribution of steel strapping relating to packaging and transportation of defense materials by private industry.

NATIONAL SAFETY COUNCIL WORKERS WERE A LOT SAFER IN 1950

♦ American workers were a lot safer in 1950, the National Safety Council reports.

Industrial injury rates for last year, reported by the Council in advance of the 1951 edition of its annual statistical yearbook, "Accident Facts," show a substantial reduction in both the frequency and

severity of 1950 accidents as compared with 1949.

Twenty-nine of the 40 basic industry classifications reduced their frequency rates, and 23 reduced severity rates.

The accident frequency rate for employees in all industries submitting company reports to the Council, based on the number of disabling injuries per 1,000,000 man-hours, was 9.3 in 1950—a reduction of 8 per cent from the year before.

NEW AMA BOOKLET DESCRIBES ROLE OF MOTOR TRUCKS IN DEFENSE TRANSPORTATION SERVICE

♦ Three-fourths of all freight tonnage moved in the United States today goes by motor truck, it is claimed in a booklet just published by the Automobile Manufacturers Association.

The booklet, "Motor Trucks and National Defense," points out that U. S. truck registrations have risen 70 per cent in the last decade—from 5.1 million to 8.6 million. An AMA study of government transportation statistics reveals that trucks now carry 8.3 billion tons of freight yearly, or 75 per cent of the nation's total freight tonnage. The total includes 3 billion tons hauled entirely within city areas.

During World War II, the AMA adds, trucks hauled up to 75 per cent of both inbound and outbound freight at war plants. They provided transport between suppliers and final assembly plants, and linked production lines with rail and water transport terminals.

J. W. HOLMES JOINS GUMMED PRODUCTS AS SPECIAL REP.

♦ Mr. Roth F. Herrlinger, President of The Gummed Products Company, Troy, Ohio, has announced that Mr. Jay W. Holmes has recently joined the company as a special mill representative to operate in conjunction with Mr. Richard A. Gardner and Mr. Robert N. Graham of the Gummed Printing Paper Division.



JAY W. HOLMES

Prior to his present association, Jay W. Holmes acted in the capacity of mill representative of the Watervliet Paper Co., Watervliet, Michigan.

It is announced that Jay Holmes will spend several months studying all phases of the Gummed Printing Paper Division of The Gummed Products Company, after which time he will become active in the field of customer relations and product promotional work with the company's sales representatives.

INSTALLATION OF NEW PRODUCTION MACHINES FOR MANUFACTURE OF VITAL PROTECTIVE PRODUCTS ANNOUNCED BY SHERMAN PAPER

◆ Designed to boost production of vital protective packaging products still higher than their present record rate, Sherman Paper Products Corporation of Newton Upper Falls, Mass., has announced installation of a battery of new production machines, devoted to the manufacture of cotton-stitched and wire-stapled Corroflex Sleeves and Tubes.



Speed Packaging with Cotton Stitched and Wire Stapled Corroflex Sleeves and Tubes. The new fabricated items save time and cost in the shipping room.

Made from protective Corroflex, the new Sleeves and Tubes are either wire or cotton-stitched at one end, and are manufactured to meet specifications of industrial packaging. The shipper simply inserts the product, seals the other end by staple or stitch, and the package is ready to ship.

Actually, the new Corroflex Sleeves and Tubes provide the speed and efficiency of a bag, but they add the vital factor of complete cushioned protection from blows and abrasions.

"Corroflex Sleeves and Tubes are rapidly replacing hard-to-get corrugated cartons," said E. W. Pitt, Sherman Vice President in Charge of Sales. "They are saving time and money in labor and materials, by completely eliminating the need for costly packaging."

New Products

(Continued from Page 23)

hot liquids. Liquid Tite No. 69 is exceptionally fast setting so it can be used on high speed machines. It is a cream colored liquid of medium viscosity and is ideally suited for tube winding machines. Federal Liquid-Tite No. 69 is clean running and does not impart residual odor.

Containers made with Liquid-Tite Adhesive No. 69 pass the standard test for

(Continued on Page 36)



Revolving drum test proves extra strength added to carton by gummed tape closure

ONLY Gummed Tape ACTUALLY REINFORCES YOUR CARTONS



Unlike other closures, gummed tape is more than just a closure. The adhesive welds extra thicknesses of tough kraft to your carton—and reinforces it where most needed: at corners and seams. The tape becomes an integral part of your carton.

Only gummed tape gives such protection. Because it is a flexible closure, it helps your carton absorb shock without damage. Stresses are distributed evenly, too, instead of being concentrated on a few isolated spots.

Gummed tape... first choice among closures



Shipping room, Fein's Tin Can Co.



Why Supple-ized* Blue Ribbon gives you better reinforcement

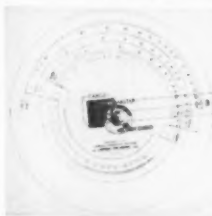
"Very little pressure is needed to bond Blue Ribbon tape to the package," says Fein's Tin Can Co., Inc. "Our shipping room personnel don't waste time waiting for the tape to take hold."

Supple-izing—an exclusive process—helps to bond Blue Ribbon's tough long-fibered kraft to your carton or package. Supple-izing allows the adhesive to activate more thoroughly. Blue Ribbon is made more pliable, too—easier to lay down smoothly. You get a better bond that means better reinforcement.

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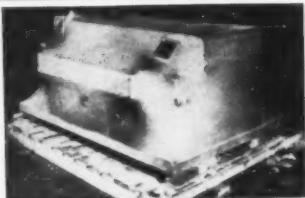
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(Continued from Page 11)

schedules. He must be familiar with sales policies so that the products when ready for distribution will reach their various destinations promptly and in first class condition. Of course, he must keep abreast of current information with respect to rate adjustments and various regulations and transit provisions on raw materials as well as on the finished goods. Above all, he must be as familiar with rate adjustments of his competitors as those of the interests which he represents.

The TM's Broad Knowledge

The broad knowledge of the alert industrial traffic manager should be made available at all times to the management of industry, and he should be consulted on all matters relating to contracts for raw materials, fuel, etc., and particularly all sales campaigns which might involve unusual movement of products to new territories. Many an industry has suffered substantial loss because of its failure to confer with the traffic department when contracting for new sources of supplies, planning new locations, or acquiring other plants. Some embarrassing experiences have been brought to my attention where the sales department had overlooked contacting the traffic department when negotiating contracts involving specific deliveries. Transportation terms covering rates and delivery used in negotiating sales contracts are not always familiar to sales departments or to executives. It is wise to read the "fine print" which frequently occurs in contracts, and be certain that the transportation terms are definite, and have been approved by the traffic department. It goes without saying that management should be informed of all general rate adjustments because of their effect upon the distribution of its products.

A traffic manager also can give valuable advice when considering the establishment of warehouses at strategic distribution points. In fact, it is highly desirable that he be made a member of the policy committee of the industry so that he not only will know of expansion programs, but can give prompt and reliable information on proposals before final conclusions are reached. Costly mistakes might thus be avoided before commitments are made. It is pleasing to note that, more and more, industries are recognizing the value of their traffic departments, and are promoting their traffic managers to Vice Presidents in charge of traffic. This is as it should be. Obviously, the competent traffic man should be adequately compensated for the services rendered. He is one of the key men in any industry, and should be so recognized.

Our rapidly expanding defense program, and accompanying industrial development, emphasizes the importance of transportation, and presents a real challenge to industrial traffic management. It creates new problems to those who furnish transportation, and to those who purchase and use it.

Newest Stitching and Strapping Methods

(Continued from Page 13)

of the carton. Cover flaps should be stitched on their inner surface.

Overlap Boxes

Full overlap boxes are made with inner flaps just as long as outer flaps. Whether the edges of the inner flaps meet depends upon the proportions of the box. If there is a gap of more than 3 in. between the inner flap edges, an additional row of stitches is needed. This row should run along the full length of this gap about $1\frac{1}{2}$ in. from the long edge of the outer flap.

The best control over the efficiency of stitching operations is the habit of checking the legs of the stitches for correct clinching. When in good working order, stitching machines operate at speeds up to 300 cartons per hour.

Before containers meet full government approval, they must be reinforced with steel strapping. Flat strapping of $\frac{1}{4}$ " x .015" can be used for containers weighing up to 35 lb. Heavier shipments—up to 70 lb.—require $\frac{3}{8}$ " x .015" flat strapping. Flat steel strapping should be of 80,000 psi ultimate tensile strength. Strap joints must be at least 75 pct of the breaking strength of the strap.

Straps should be applied straight and should be drawn tight. The natures of both the container and the commodity govern the location and number of straps to be used. If the load is evenly distributed, either in bulk or inner packages which lend support to the carton, place the strap in such a manner that the weaker score lines are reinforced. If the load is concentrated, or contacts the score line from within, only at intervals, special study becomes necessary. Straps should be placed around the point of concentration, or at one of the intervals where the point of contact occurs from within.

Three Directions of Strapping Application

Strapping can be applied in three directions—girthwise, lengthwise or horizontal. Girthwise means over the sides, top and bottom of the carton. Lengthwise is over the ends, top and bottom; and horizontal is over the ends and sides.

One girthwise strap (around the sides, top and bottom) is required for standard boxes up to 20 in. long, two straps for boxes 20 to 30 in. long and three straps for boxes 30 to 48 in. long. One lengthwise strap is needed for boxes up to 18 in. wide, two straps on boxes 18 to 30 in. wide. Additional lengthwise and girthwise straps are required on large Full Telescope Boxes, without sealed covers.

Horizontal straps are needed if the contents exert severe pressure along the vertical score lines of the box. One horizontal strap is sufficient for boxes over 18 in. deep, two straps for boxes 30 to 48 in. deep. In general, when two or more straps are used, they should divide the box into units of equal length.

Boxes should be inspected to determine whether each



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- 1 REINFORCES YOUR CARTONS
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- 3 IS MOISTURE RESISTANT
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of these closure and strapping requirements has been followed. Every shipper should understand these regulations and train his operators to conform to them.

An important part of proper container closure is the maintenance of stitching and strapping equipment in good operating condition. To maintain proper performance, equipment should be inspected and lubricated regularly in accordance with the instructions issued by manufacturers of the equipment.

Desiccant For Military Packing

(Continued from Page 14)

Link-Belt roto-louvre dryer, six and one-half feet in diameter and 16 feet long. Silica gel is activated in the dryer at temperatures up to 1,000 degrees F.

Culligan silica gel, grade A desiccant, complies fully with Army-Navy Aeronautical Specification AD-D-6C, December 4, 1944, Amendment 2, July 10, 1945; Joint Army-Navy Specifications JAN-D-169, May 8, 1945, and Amendment 4, dated November 9, 1950.



The chemical storage vat, pouring tower, casting, washing, and drying equipment are grouped together for convenience at the new silica gel plant of the Culligan Zeolite Company. In the background are the vast drying basins where silica gel is treated by the hot San Bernardino, Cal. sun.

Culligan experts advise that for Method II packaging, moisture barriers can be flexible or rigid.

If flexible barriers are used, the weight of silica gel required depends upon the surface area of the moisture barrier and the quantity of dunnage used within the barrier. Any hygroscopic dunnage, either wood, or paper board liners, or blocking within the moisture barrier must be offset by additional silica gel.

The weight of silica gel required with rigid barriers depends upon the volume within the rigid barrier and the amount of dunnage enclosed.

Class I railroads, according to estimates, by the Interstate Commerce Commission, will make capital expenditures of nearly \$550,000,000 in the first six months of 1951 for locomotives, new freight cars and other transportation equipment, an increase of 51.5 percent above those made in the first half of 1950.

"Listen, Mr. Traffic Manager"

(Continued from Page 18)

parcel post to include a separate packing slip in each carton making cross reference on the slip to the other parcel. Another simple way is to mark on the outside of the carton "shipment consists of two pieces—if one piece is delayed please wait a reasonable length of time before reporting a shortage". This may also be printed on a slip of paper and inserted in each carton.

Many concerns have asked what may be done to speed up their deliveries of third and fourth class mail. We ourselves have been having constant complaints from customers on the extremely slow postal deliveries. We would suggest, to those concerns who are interested in a faster service, that they check with their local postoffice in regard to grouping their mail.

For example, large senders of third class mail find that they get much faster service if they "group" or "sort" their mail themselves into either state or city packets. If the sender has enough mail to fill a "sack" going to one state alone it should be so sorted and marked. This eliminates handling at the originating postoffice as well as possible handling at terminals along the way. Similarly, if a sender can fill a sack for just one city the mail will go much faster.

In the event that a full sack cannot be filled the mailer might take at least ten pieces to one city or state, tie them up and properly mark them to gain this added speed.

We mention this because we have gone through the entire procedure ourselves in an attempt to speed up our deliveries. We have also, purposely, merely outlined some of the details of such a system. Any interested party *must* go to their local postoffice for complete details of operation. Each city sorts its mail differently according to its geographical location which would make it meaningless for us to go into the system in detail. However, we do feel that it would be well worth a try.

Simple Pack Effects Savings

(Continued from Page 14)

the side that have a tendency to cut the packing box. The old method of packing, (shown at bottom of page 14) required ten pieces to the unit pack. When this unit came down the assembly line, it had to be stood on end and three of them were placed on to long pieces of wood. This marred the finish of the product.

The new design is a die-cut sheet which eliminates the wooden block and damage to the finish. It is also used in the assembly line. Three of these units are packed to the package with three packing pieces. Savings of 20 per cent have been effected.

Courtesy American Management Association

The average load of freight per train in 1950 was 1,224 tons, the highest on record and an increase of 85 tons above the average in 1944, the peak war year.

No Wonder —

MORE and MORE USERS TURN TO GOLDEN KEY SUPER STANDARD GUMMED TAPE









Golden Key gummed tape sticks tight the instant it contacts the carton. No patting or smoothing to make it adhere. Saves seconds on every strip.

Golden Key gummed tape won't curl . . . won't twist. It's not stiff but it's not limp either. Engineered for easy handling Golden Key saves seconds on every strip.

Golden Key gummed tape is made from finest selected gumming kraft and adhesive. The right combination of top quality materials is your assurance of stronger, more dependable package protection.

Golden Key "extra's" . . . extra strength — extra adhesion — extra handling ease . . . add up to more attractive packages and extra prestige for your firm.

Golden Key Super Standard gummed tape comes to you in a distinctive Super Standard carton. The heavy, water resistant inner bag guards unused rolls against moisture-spoilage and dust-soilage.

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Engineered Crate

(Continued from Page 21)

the front that formerly presented difficulty in packing. A wirebound crate was engineered, however, so that the model is fully enclosed by nailing a hood to the crate over the protruding controls. The same crate proved to be exactly suitable for packing another model floor furnace that does not have such a protuberance, thus eliminating the need to carry two different crates in inventory.

Two different models of floor furnaces are similarly packed in identical wirebound crates with only a different base required by one. In the latter model, the burner assembly protrudes below the bottom of the furnace, which necessitates resting the furnace upon a crate built up so that it literally "floats" during shipment.

All models of "Even Temp" wall and floor furnaces are "pressure-packed" in wrap-around wirebound crates so that no nailing is needed in most cases to make a highly shock-absorbent, structurally strong package that can safely be high-stacked or shipped long distances.

CORRECTION

How to tape telescope cartons

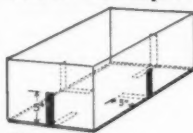


FIGURE 1 - Corrugated carton fully telescoped.

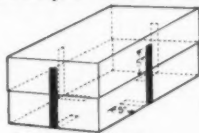


FIGURE 2 - Corrugated carton not fully telescoped.

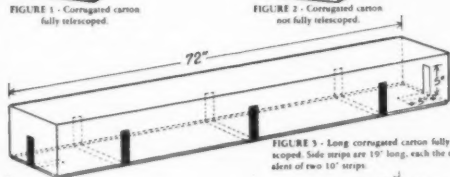


FIGURE 3 - Long corrugated carton fully telescoped. Side strips are 19' long, each the equivalent of two 10' strips.

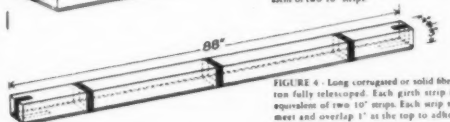


FIGURE 4 - Long corrugated or solid fibre carton fully telescoped. Each girth strip is the equivalent of two 10' strips. Each strip should meet and overlap 1' at the top to adhere 5' from seam.

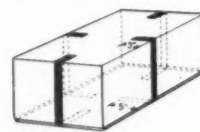


FIGURE 5 - Solid fibre carton fully telescoped.

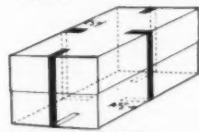


FIGURE 6 - Solid fibre carton not fully telescoped.

The drawing above, showing taping of telescope cartons, originally reproduced in our April issue, originally appeared as part of an information sheet issued by Minnesota Mining & Manufacturing Company. The 3M's company has informed SHIPPING MANAGEMENT that this method of taping is recommended only in conjunction with that company's No. 880 Filament Tape, and No. 320 Filament Tape. No other tapes of the company will do this particular job.

Britain's Packaging Problems

(Continued from Page 16)

where necessary and returned them to the original manufacturer for reuse at a cost nearly equal to the cost of new containers.

During the war, for example, Heinz Company reported, the payment to the retailer was 2d (two English pennies) and the return transportation came to about 4d (four pence) a case, totaling 6d or roughly \$0.12 in U.S.A. currency with the Pound equalling \$4.80 or about \$0.07 at \$2.80/Pound.

In the current period of shortage the system has been revived and is said to be doing good work. But the complaint is made that the retailer often fails to return the separators. This creates a further problem of providing new separators. An effort is now being made to have the cases so constructed that the separators cannot be removed without destroying the case.

Whether repaired used containers will prove satisfactory is problematical.

Re Scarcity of Water Vapor Barriers

When barrier materials to prevent WV Transfer were very scarce during the war, the shelf life of many products went down to 0. When consumption was not immediate, the only alternative was to withdraw the product from the market.

Sometimes, however, the very products needing a higher degree of protection were so severely rationed that the need for suitable barrier materials was notably lessened.

Cellophane Shortage

The shortage of cellophane in Britain is ascribed to the shortage of sulphur.

Re Scarcity of Paper for Labels

When label paper was exceptionally short during the war, the Government limited its use to 20 square inches per label.

The Government also restricted the number of different sizes of containers, especially of the smaller containers.

Shipping Glass Containers (Empty Containers)

The glass container industry of Britain does not follow the U.S.A. practice of shipping empty glass in the ultimate shipping container. No reason was discovered except a reluctance to do it.

Metal crates have been used satisfactorily but these must be galvanized to protect the crate from corrosion in outdoor storage. Because of the shortage of zinc it is almost impossible to get galvanizing done today in Britain.

One glass manufacturer ships empty glass in wooden containers, using about 6,000,000 in this service. These stand up fairly well in outdoor storage which is necessary because of the shortage of buildings and ware-

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houses. The empty wooden cases go back to the glass manufacturer.

Shipping Glass Packed Goods in Open Containers

Many products, packed in glass, are shipped in open top cases in domestic British trade. An example is: corrugated cases with partitions used for a bottled product. To add rigidity to the open top case, the 2½ inch top flaps are folded down between the partition ends and the inside of the case. Bottle tops come to within 1/16 inch of the top of the case.

This type of case was first used in Britain in the Thirties and is not a war-time development.

Railroads in Britain require a die-cut hole in each end of such cases to permit easy handling.

Damage and pilfering were found to be reduced when the change was made from sealed closed cases to open top cases. This surprising fact is explained by the theory that, if a worker throws or drops a case, any damage is immediately visible, whereas a case with top flaps will conceal the damage until the product seeps out of the case. And pilfering is reduced because the customer will reject any shipments with missing bottles.

U.S.A. freight regulations do not, however, permit the use of such an open-top container for glass.

British Railroad Regulations

In Britain the railroads require all shipping cases to carry a certification stamp approving the case for carrying a specific product. In contrast, the requirement in U.S.A. covers certification of the quality of paper board rather than its use for a specific product.

Railroad regulations in Britain appear to be inconsistent; e.g. in one instance they permit the use of open-top cases for the shipment of products in glass, and in another instance they require a special slotted case for shipment of small cartons containing a powdered product. Yet the special case consumes more paper board than the regular slotted case despite the acute paper shortage, and is, furthermore, more difficult to seal on automatic equipment.

Re Scarcity of Separator Materials—Glass-to-Glass in Shippers

The shortage of paper in Britain has forced them to make many innovations, one of which is the omission of paper board separators or cells where products in glass are being shipped in fibreboard containers.

Approximately 70 percent of the shipments of products in glass are minus separators. Glass containers are in actual contact with glass containers in shipment and the results are "not too bad."

Stepped End Pasted Multiwall Sacks

An unusual type of multiwall sack was observed; A stepped end, pasted, multiwall sack which contrasts with the usual sewn or pasted multiwall sack of the U.S.A. The stepped end sack is said to require seven percent less paper than the sewn sack of the same capacity. Patent on this construction is held by a well-known

U.S. sack manufacturer but is made in only a single plant in U.S.A.

Paper and Kraft Shortage

There are no pulp mills in Britain. All pulp is imported. Also large quantities of paper are imported for the corrugated box and multiwall sack industries.

Much kraft paper is imported from U.S.A. in normal times. But at present Britain is unable to buy its normal requirements from U.S.A. because of the increased use in U.S.A.

If Britain could buy an additional 5,000 tons a month from U.S.A. it could greatly alleviate the acute problem there. This quantity compares to U.S.A. production of about 100,000 tons of kraft per month.

Corrugating Medium from Waste Paper

At one corrugated box plant a corrugating medium is made from waste paper which is being investigated because Britain is extremely short of kraft, straw and other materials normally used in U.S.A. Two lightweight sheets are combined with starch paste immediately ahead of the single facer, and appear to have considerable rigidity. Probably more paper is used in this method than is normally considered necessary in U.S.A. This method originated with a U.S.A. manufacturer of corrugating machinery.

Bundling Compressed Small Paper Bags for Shipment

Bags are stacked in a movable metal shell about 3½ feet high. The open ends are then faced with chipboard pads. Compression by a mechanical ram then reduces the bulk by nearly 50 percent. After compression the forming shell is removed and the bags are then tied together with cord. Compression is released and the tied compressed bags are then wrapped in kraft paper for shipment.

Not only does it save paper for wrapping the bags, it also gives a rigid bundle that is palletized to a height of 8 to 10 feet. Its one disadvantage is that after opening the bundle it is necessary to have available adequate reusable containers to hold the bags and transport them from bundle to magazine of bag filling machines.

Friction Top Can Closures

All paint in Britain is shipped in single friction plug cans. This is possible because the British can-maker produces a more rigid ring than U.S.A.

New Overhead Conveyor System

An overhead conveyor system to expedite freight-house handling of merchandise has recently been placed in service by a New England railroad at a station originating a large volume of less-than-carload traffic, chiefly furniture.

Powered by electric motors, the conveyor chain moves at a speed which can be varied from 35 ft. to 90 ft. per min. As loads are transferred from highway

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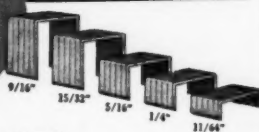
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- 15/32" L3M staple.....attaching hardware bags,
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repairing wire bound crates,
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and floors of freight cars.
- 9/16" L3D staple.....repairing half corrugated cases,
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closing tote boxes.

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A summary of the findings of adult reading clinics indicates that (1) Most adults do not have better than sixth or seventh grade reading abilities. (2) Most adults do not read faster than 150-250 words per minute. (3) Even most college graduates do not read beyond 330-450 words per minute.

The adult who cannot read faster than 300 words per minute must obviously spend a great deal of time on reading or else accept the only alternative: restrict his reading.

Experience has also given ample proof that the rapid reader actually gains in comprehension and enjoyment. He has less trouble with concentration. Because less time elapses while he reads a page, the material read previously is less easily forgotten. Also, the rapid reader tends to see the material as a whole because he does not have to concentrate on details.

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vehicles to four-wheel platform dollies, the block number on the shipping order is noted and marked with crayon on some part of the dolly load by a checker. The dolly is then coupled to and pulled along by the conveyor. As loads pass the cars for which they are designated, the dollies are removed from the conveyor by stowers, and the contents are loaded into freight cars. Empty dollies are returned to the conveyor circuit, to be detached wherever they are needed.

With this system, the time required to unload vehicles has been greatly shortened. Additionally, this speedier handling permits shipments received late in the day to be moved across the platform and loaded into the proper car before closing time.

Lacey W. Murrow, American Ass'n Of Railroads, Gives Figures On Trucks In Operation By R.R.'s

According to Lacey W. Murrow, Executive Director, Competitive Transportation Research, American Association of Railroads, the total number of power units, such as trucks and tractors, which are operated in the revenue service of Class I railroads is somewhat less than 20,000 such units, and approximately four-fifths of this number are used in local service, such as pickup and delivery and terminal to terminal transfer. These 20,000 or so vehicles do not include vehicles operated by the Railway Express Agency, Inc.

Record Orders for Diesels

A large eastern railroad has recently placed orders for a total of 387 diesel-electric locomotive units, to cost approximately \$64 million. This is the largest order for motive power ever placed by the railroad and is probably the largest single diesel purchase ever made by an individual railroad.

The order included 270 freight units ranging up to 1600-hp., 30 passenger units of 2250- and 2400-hp., and 87 road-switching and yard-switching units. The order, divided among four groups of manufacturers, aggregates 600,000-hp.

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HANDBOOK . . . for gummed tape users. Everything you'll ever want to know about gummed tape sealing problems. Free if you check 3.

NEW, MORE COVERAGE . . . in the 1950 Better Shipping Manual. Let us bill you for the latest edition of this encyclopedia of essential fact and information for the shipping room. Copy on approval if you check 4.

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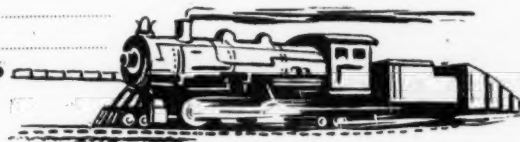
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New Products

(Continued from Page 25)

resistance to boiling water. Two minutes after the containers came off the machine, they were filled with boiling water and no leakage resulted even after standing 40 minutes.

HOT STAMPING MACHINE

A new Hot Stamping Machine has been developed by The Acromark Company that embosses numbers or letters in color by use of roll leaf transfer tape. This new machine is designated as the Acromarker Hot Stamping Machine, Model No. 1H.



It is built on the principle of the well known Acromarker Name Plate Stamping Machine, but is so constructed that the die wheel, which carries 40 individual interchangeable and replaceable characters, (26 letters, 10 numbers and 4 punctuation marks) is enclosed in a rock-astbestos insulation except for the bottom section where hot stamping is done.

An insulated hand wheel or turning knob rotates the die wheel for selection of characters and an easily read index with indicator provides simple selection of the characters being stamped. A frame extends both right and left to carry the transfer tape (roll leaf) feed roll and re-wind roll of used color tape. Adjustment is provided for tape feed control and guides carry the color tape directly under the dies.

SPECIFICATIONS ON MILITARY PACKAGING REQUIREMENTS

New specification sheets just published by the Culligan Zeolite Company describing the use of silica gel grade A desiccant for approved Method II packaging, are now available, the firm announced in June.

The information can be secured without charge. It tells specifications of silica gel and its applications to insure moisture-proof packaging required by certain government contracts.

BOOKLETS ON SAFETY

Four new booklets on safety, designed for distribution by plant foremen or as payroll enclosures, have just been announced by the National Safety Council. The booklets cover safety in the plant, at home and on the highway. Humorous cartoons and light treatment in the text sugar-coat the "message."

"Aren't People Funny?" pinpoints 12 unsafe attitudes—the "dirty dozen" human foibles that are hidden causes of many accidents.

"K. O. Dirt and Disorder" points out

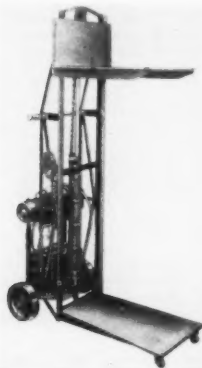
why it is better, easier and safer to work in a clean and orderly place.

In "Cry Whoa!" Shakespeare takes the wheel to help reduce off-the-job motor vehicle accidents, which account for the greatest share of off-the-job injuries and deaths.

"Safety 'Round the Clock" deals with home safety 24 hours a day, with eight pages of good medicine for the family.

BATTERY OPERATED STACKER

An ingenious combination fork lift-stacker and hand truck with elevating platform operating from a standard 6 volt automobile battery, is currently being introduced by Clark-Hopkins Equipment Corp. It is capable of moving, lifting, and stacking loads up to 750 lbs. This new unit has a battery activated motor mechanism which operates the hydraulic lift.



What little drain is placed on the battery under capacity use is replaced by the built-in charger during off-hours. The stacker will lift a load of 750 lbs. to a loading height of 55" in 6 seconds.

The use of a standard automobile battery, together with the simple built-in charger which can be plugged into any outlet, is responsible for this stacker being the first powered unit to enter the low price field.

The stacker has a platform 21" long x 18" wide as standard. The unit is highly

maneuverable—having large load wheels in the back and swivel casters at the front. Bulletin P-14 giving complete specifications is available upon request.

NEW EXPENDABLE PALLET

The new Mead Expendable Pallet offers lowest cost, hence practical expendability, and light weight, for minimum shipping costs—but also provides extraordinary strength to withstand rugged handling and shipping requirements. It has been placed on the market after extensive laboratory and field tests, and following thorough use by cooperating firms, in many industries, under the most rugged conditions.

This new type of pallet has two features that distinguish it from other expendable pallets. It is made (1) of the sturdiest type of Mead Chestnut Fibre Board, has a solid smooth deck, and is produced especially for meeting the exacting requirements of pallet handling, packing and shipping—and (2) it has wood supports or legs, instead of the paper-product legs used in most expendable pallets now on the market.

These wood posts have many advantages—including vastly increased support for heavy loads; a tough double-nail bond between the chestnut fibreboard and wood posts; resistance to moisture; and longer life.

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Pages 35 and 36

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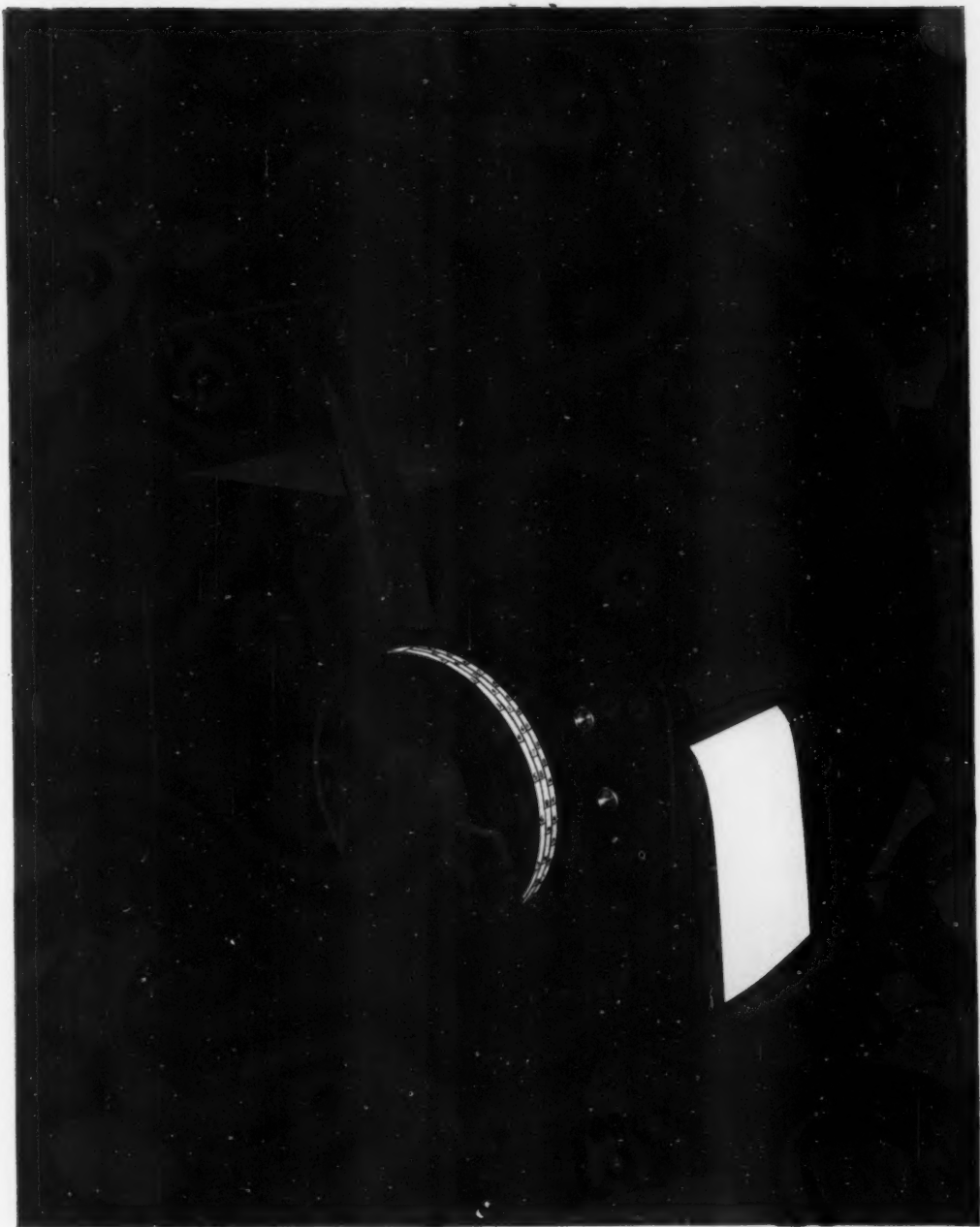
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